

**CITY COUNCIL RESOLUTION NO. 2006-032
CONDITIONS OF APPROVAL - FINAL
SITE DEVELOPMENT PERMIT 2006-857
COACHELLA VALLEY HOUSING COALITION
ADOPTED: APRIL 4, 2006**

GENERAL

1. The developer agrees to defend, indemnify and hold harmless the City of La Quinta ("City"), its agents, officers and employees from any claim, action or proceeding to attack, set aside, void, or annul the approval of this Site Development Permit. The City shall have sole discretion in selecting its defense counsel.

The City shall promptly notify the developer of any claim, action or proceeding and shall cooperate fully in the defense.

2. Prior to the issuance of any grading, construction, or building permit by the City, the developer shall obtain any necessary clearances and/or permits from the following agencies:

- Fire Marshal
- Public Works Department (Grading Permit, Improvement Permit)
- Community Development Department
- Riverside Co. Environmental Health Department
- Desert Sands Unified School District
- Coachella Valley Water District (CVWD)
- Imperial Irrigation District (IID)
- California Water Quality Control Board (CWQCB)
- SunLine Transit Agency
- SCAQMD Coachella Valley

The developer is responsible for all requirements of the permits and/or clearances from the above listed agencies. When the requirements include approval of improvement plans, the developer shall furnish proof of such approvals when submitting those improvements plans for City approval.

A project-specific NPDES construction permit must be obtained by the developer; and who then shall submit a copy of the Regional Water Quality Control Board's ("RWQCB") acknowledgment of the developer's Notice of Intent ("NOI"), prior to the issuance of a grading or site construction permit by the City.

3. The developer shall comply with applicable provisions of the City's NPDES stormwater discharge permit, Sections 8.70.010 et seq. (Stormwater Management and Discharge Controls), and 13.24.170 (Clean Air/Clean Water), LQMC; Riverside County Ordinance No. 457; and the State Water Resources Control Board's Order No. 99-08-DWQ.

- A. For construction activities including clearing, grading or excavation of land that disturbs one (1) acre or more of land, or that disturbs less than one (1) acre of land, but which is a part of a construction project that encompasses more than one (1) acre of land, the Permittee shall be required to submit a Storm Water Pollution Protection Plan ("SWPPP").

The developer or design professional can obtain the California Stormwater Quality Association SWPPP template at www.cabmphandbooks.com for use in their SWPPP preparation.

- B. The developer's SWPPP shall be approved by the City Engineer prior to any on or off-site grading being done in relation to this project.
- C. The developer shall ensure that the required SWPPP is available for inspection at the project site at all times through and including acceptance of all improvements by the City.
- D. The developer's SWPPP shall include provisions for all of the following Best Management Practices ("BMPs") (8.70.020 (Definitions), LQMC):
- 1) Temporary Soil Stabilization (erosion control).
 - 2) Temporary Sediment Control.
 - 3) Wind Erosion Control.
 - 4) Tracking Control.
 - 5) Non-Storm Water Management.
 - 6) Waste Management and Materials Pollution Control.
- E. All erosion and sediment control BMPs proposed by the developer shall be approved by the City Engineer prior to any onsite or offsite grading, pursuant to this project.
- F. The approved SWPPP and BMPs shall remain in effect for the entire duration of project construction until all improvements are completed and accepted by the City.

4. Permits issued under this approval shall be subject to the provisions of the Infrastructure Fee Program and Development Impact Fee program in effect at the time of issuance of building permit(s).

PROPERTY RIGHTS

5. Prior to issuance of any permit(s), the developer shall acquire or confer easements and other property rights necessary for the construction or proper functioning of the proposed development. Conferred rights shall include irrevocable offers to dedicate or grant access easements to the City for emergency services and for maintenance, construction and reconstruction of essential improvements.
6. The developer shall offer for dedication on the Final Map all public street right-of-ways in conformance with the City's General Plan, Municipal Code, applicable specific plans, and/or as required by the City Engineer.
7. The public street right-of-way offers for dedication required for this development include:

A. PUBLIC STREETS

- 1) Dune Palms Road (Primary Arterial, Option A, 110' ROW) – The standard 55' from the centerline of Dune Palms Road for a total 110-foot ultimate developed right of way except for:
 - A) If necessary, an additional right of way dedication for a deceleration/right turn only lane at the Primary Entry (north end) of sixty three (63') feet from the centerline and length conditioned under STREET AND TRAFFIC IMPROVEMENTS, and
 - B) If necessary, an additional right of way dedication for a deceleration/right turn only lane and combined bus turnout at the Secondary Entry (south end) of sixty three (63') feet from the centerline and length conditioned under STREET AND TRAFFIC IMPROVEMENTS.
- 2) Avenue 48 (Primary Arterial, Option A, 110' ROW) – The standard 55' from the centerline of Avenue 48 for a total 110-foot ultimate developed right of way except for:

A) An additional right of way dedication for a deceleration/right turn only lane of sixty three (63') feet from the centerline and length conditioned under STREET AND TRAFFIC IMPROVEMENTS.

8. Dedications shall include additional widths as necessary for dedicated right and left turn lanes, bus turnouts, and other features contained in the approved construction plans.

Pursuant to this requirement, the Developer shall include in the submittal packet containing the draft final map submitted for map checking, an offsite street geometric layout, drawn at 1" equals 40 feet, detailing the following design aspects: median curb line, outside curb line, lane line alignment including lane widths, left turn lanes, deceleration lane(s) and bus stop turnout(s). The geometric layout shall be accompanied with sufficient professional engineering studies to confirm the appropriate length of all proposed turn pockets and auxiliary lanes that may impact the right of way dedication required of the project and the associated landscape setback requirement.

9. The developer shall create perimeter landscaping setbacks along all public right-of-ways as follows:
 - A. Dune Palms Road and Avenue 48 (Primary Arterial) - 20-foot average minimum from the R/W-P/L.

The setback requirements shall apply to all frontages including, but not limited to, remainder parcels and sites dedicated for utility purposes. Additionally, the abovementioned perimeter landscaping setbacks shall be maintained along all public rights of way where additional right of way is required per these conditions of approval.

Where public facilities (e.g., sidewalks) are placed on privately-owned setbacks, the developer shall offer for dedication blanket easements for those purposes on the Final Map.

10. Direct vehicular access to Dune Palms Road is restricted, except for those access points identified on the Site Development Permit site plan, or as otherwise conditioned in these conditions of approval.
11. The developer shall furnish proof of easements, or written permission, as appropriate, from those owners of all abutting properties on which grading, retaining wall construction, permanent slopes, or other encroachments will occur.

12. The developer shall cause no easement to be granted, or recorded, over any portion of the subject property unless such easement is approved by the City Engineer.

IMPROVEMENT PLANS

As used throughout these Conditions of Approval, professional titles such as "engineer," "surveyor," and "architect," refers to persons currently certified or licensed to practice their respective professions in the State of California.

13. Improvement plans shall be prepared by or under the direct supervision of qualified engineers and/or architects, as appropriate, and shall comply with the provisions of Section 13.24.040 (Improvement Plans), LQMC.
14. The following improvement plans shall be prepared and submitted for review and approval by the Public Works Department. A separate set of plans for each line item specified below shall be prepared. The plans shall utilize the minimum scale specified, unless otherwise authorized by the City Engineer in writing. Plans may be prepared at a larger scale if additional detail or plan clarity is desired. Note, the developer may be required to prepare other improvement plans not listed here pursuant to improvements required by other agencies and utility purveyors.
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|----|---|---------------------------------------|
| A. | On-Site Rough Grading Plan | 1" = 40' Horizontal |
| B. | Precise Grading Non-Residential Plan | 1" = 30' Horizontal |
| C. | PM10 Plan | 1" = 40' Horizontal |
| D. | SWPPP | 1" = 40' Horizontal |
| E. | Off-Site Street Improvement/Storm Drain Plan | 1" = 40' Horizontal, 1" = 4' Vertical |
| F. | Off-Site Signing & Striping Plan | 1" = 40' Horizontal |
| G. | On-Site Street Improvements/Signing & Striping/Storm Drain Plan | 1" = 40' Horizontal, 1" = 4' Vertical |

The Off-Site street improvement plans shall have separate plan sheet(s) (drawn at 20 scale) that show the meandering sidewalk, mounding, and berming design in the combined parkway and landscape setback area.

NOTE: A through G to be submitted concurrently.

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| H. | Traffic Signal Modification Plan (if required) | 1" = 20' Horizontal |
| I. | Off-Site Median Landscaping Plans | 1" = 40' Horizontal |

Other engineered improvement plans prepared for City approval that are not listed above shall be prepared in formats approved by the City Engineer prior to commencing plan preparation.

All Off-Site Plan & Profile Street Plans and Signing & Striping Plans shall show all existing improvements for a distance of at least 200-feet beyond the project limits, or a distance sufficient to show any required design transitions to include all approaches to the Avenue 48 and Dune Palms Road.

All On-Site Signing & Striping Plans shall show, at a minimum; Stop Signs, Limit Lines and Legends, No Parking Signs, Raised Pavement Markers (including Blue RPMs at fire hydrants) and Street Name Signs per Public Works Standard Plans and/or as approved by the Engineering Department.

"Rough Grading" plans shall normally include perimeter walls with Top Of Wall & Top Of Footing elevations shown. All footings shall have a minimum of 1-foot of cover, or sufficient cover to clear any adjacent obstructions.

The developer shall prepare an accessibility assessment on a marked up print of the building floor plan identifying every building egress and notes the 2001 California Building Code accessibility requirements associated with each door. The assessment must comply with submittal requirements of the Building & Safety Department. A copy of the reviewed assessment shall be submitted to the Engineering Department in conjunction with the Site Development Plan when it is submitted for plan checking.

"Precise Grading Non-Residential" plans shall normally include all on-site surface improvements including but not necessarily limited to finish grades for curbs & gutters, building floor elevations, parking lot improvements and ADA requirements.

15. The City maintains standard plans, detail sheets and/or construction notes for elements of construction which can be accessed via the Online Engineering Library at the City website (www.la-quinta.org). Navigate to the Public Works Department home page and look for the Online Engineering Library hyperlink.
16. The developer shall furnish a complete set of the AutoCAD files of all approved improvement plans on a storage media acceptable to the City Engineer. The files shall be saved in a standard AutoCAD format so they may be fully retrievable through a basic AutoCAD program.

At the completion of construction, and prior to the final acceptance of the improvements by the City, the developer shall update the AutoCAD files in order to reflect the as-built conditions.

Where the improvement plans were not produced in a standard AutoCAD format, or a file format that can be converted to an AutoCAD format, the City Engineer will accept raster-image files of the plans.

IMPROVEMENT SECURITY AGREEMENTS

17. Per the Conditions of Approval for Parcel Map No. 33588, the developer of this Site Development Permit, shall furnish a fully secured and executed Subdivision Improvement Agreement ("SIA") guaranteeing the construction of all on and off-site improvements and satisfy its obligations for same, and the satisfaction of its obligations for same, or shall agree to any combination thereof, as may be required by the City. Execution of the required Subdivision Improvement Agreement shall be completed prior to off-site street improvement plan approval. Pursuant to this condition, the developer shall have off-site street improvement plans approved prior to precise grading plan approval.
18. Any Subdivision Improvement Agreement ("SIA") entered into by and between the developer and the City of La Quinta, for the purpose of guaranteeing the completion of any improvements related to this Site Development Permit and underlying Parcel Map No. 33588, shall comply with the provisions of Chapter 13.28 (Improvement Security), LQMC.
19. Improvements to be made, or agreed to be made, shall include the removal of any existing structures or other obstructions which are not a part of the proposed improvements; and shall provide for the setting of the final survey monumentation.

When improvements are phased through a "Phasing Plan," or an administrative approval (e.g., Site Development Permits), all off-site improvements and common on-site improvements (e.g., backbone utilities, retention basins, perimeter walls, landscaping and gates) shall be constructed, or secured through a SIA, prior to the issuance of any permits in the first phase of the development, or as otherwise approved by the City Engineer.

Improvements and obligations required of each subsequent phase shall either be completed, or secured through a SIA, prior to the occupancy of permanent buildings within such latter phase, or as otherwise approved by the City Engineer.

In the event the developer fails to construct the improvements for the development, or fails to satisfy its obligations for the development in a timely manner, pursuant to the approved phasing plan, the City shall have the right to halt issuance of all permits, and/or final inspections, withhold other approvals related to the development of the project, or call upon the surety to complete the improvements.

20. Depending on the timing of the development of the Site Development Permit, and the status of the off-site improvements at the time, the developer may at the discretion of the Public Works Director be required to:
- A. Construct certain off-site improvements.
 - B. Construct additional off-site improvements, subject to the reimbursement of its costs by others.
 - C. Reimburse others for those improvements previously constructed that are considered to be an obligation of this tentative parcel map.
 - D. Secure the costs for future improvements that are to be made by others.
 - E. To agree to any combination of these means, as the City may require.

Off-Site Improvements should be completed on a first priority basis. The developer shall complete Off-Site Improvements in the first phase of construction.

In the event that any of the improvements required for this development are constructed by the City, the developer shall, prior to the approval of the Final Map, or the issuance of any permit related thereto, reimburse the City for the costs of such improvements.

21. The developer shall submit detailed construction cost estimates for all proposed on-site and off-site improvements, including an estimate for the final survey monumentation, for checking and approval by the City Engineer. Such estimates shall conform to the unit cost schedule adopted by City resolution, or ordinance.

For items not listed in the City's unit cost schedule, the proposed unit costs shall be approved by the City Engineer.

Estimates for improvements under the jurisdiction of other agencies shall be approved by those agencies and submitted to the City along with the developer's detailed cost estimates.

22. Security will not be required for telephone, natural gas, or Cable T.V. improvements.
23. Should the developer fail to construct the improvements for the development, or fail to satisfy its obligations for the development in a timely manner, the City shall have the right to halt issuance of building permits, and/or final building inspections, withhold other approvals related to the development of the project, or call upon the surety to complete the improvements.

GRADING

24. The developer shall comply with the provisions of Section 13.24.050 (Grading Improvements), LQMC.
25. Prior to occupancy of the project site for any construction, or other purposes, the developer shall obtain a grading permit approved by the City Engineer.
26. To obtain an approved grading permit, the developer shall submit and obtain approval of all of the following:
 - A. A grading plan prepared by a qualified engineer,
 - B. A preliminary geotechnical ("soils") report prepared by a qualified engineer,
 - C. A Fugitive Dust Control Plan prepared in accordance with Chapter 6.16, (Fugitive Dust Control), LQMC, and
 - D. A Best Management Practices report prepared in accordance with Sections 8.70.010 and 13.24.170 (NPDES stormwater discharge permit and Storm Management and Discharge Controls), LQMC.

All grading shall conform to the recommendations contained in the Preliminary Soils Report, and shall be certified as being adequate by a soils engineer, or by an engineering geologist.

The developer shall furnish security, in a form acceptable to the City, and in an amount sufficient to guarantee compliance with the approved Fugitive Dust Control Plan provisions as submitted with its application for a grading permit.

27. The developer shall maintain all open graded, undeveloped land in order to prevent wind and/or water erosion of such land. All open graded, undeveloped land shall either be planted with interim landscaping, or stabilized with such other erosion control measures, as were approved in the Fugitive Dust Control Plan.
28. Grading within the perimeter setback and parkway areas shall have undulating terrain and shall conform with the requirements of LQMC Section 9.60.240(F) except as otherwise modified by this condition requirement. The maximum slope shall not exceed 3:1 anywhere in the landscape setback area, except for the backslope (i.e. the slope at the back of the landscape lot) which shall not exceed 2:1 if fully planted with ground cover. The maximum slope in the first six (6) feet adjacent to the curb shall not exceed 4:1 when the nearest edge of sidewalk is within six feet (6') of the curb, otherwise the maximum slope within the right of way shall not exceed 3:1. All

unpaved parkway areas adjacent to the curb shall be depressed one and one-half inches (1.5") in the first eighteen inches (18") behind the curb.

29. The developer shall abandon any existing wells within the project boundaries as approved by CVWD and the City Engineer.
30. Building pad elevations on the rough grading plan submitted for City Engineer's approval shall conform with pad elevations shown on the tentative parcel map, unless the pad elevations have other requirements imposed elsewhere in these Conditions of Approval.
31. Prior to the issuance of a building permit for any building lot, the developer shall provide a lot pad certification stamped and signed by a qualified engineer or surveyor.

Each pad certification shall list the pad elevation as shown on the approved grading plan, the actual pad elevation and the difference between the two, if any. Such pad certification shall also list the relative compaction of the pad soil. The data shall be organized by lot number, and listed cumulatively if submitted at different times.

DRAINAGE

32. As the applicant proposes discharge of storm water directly, or indirectly, into the Coachella Valley Stormwater Channel, the applicant shall indemnify the City from the costs of any sampling and testing of the development's drainage discharge which may be required under the City's NPDES Permit or other City- or area-wide pollution prevention program, and for any other obligations and/or expenses which may arise from such discharge. The indemnification shall be executed and furnished to the City prior to the issuance of any grading, construction or building permit, and shall be binding on all heirs, executors, administrators, assigns, and successors in interest in the land within the overlying tentative parcel map and this site development permit excepting therefrom those portions required to be dedicated or deeded for public use. The form of the indemnification shall be acceptable to the City Attorney. If such discharge is approved for this development, the applicant shall make provisions in the final development CC&Rs for meeting these potential obligations. The tributary drainage area shall extend to the centerline of adjacent public streets and include any resulting uncaptured tributary stormwater flows.
33. The applicant shall transport on site and tributary stormwater through underground storm drainage system as approved by the City Engineer.

34. The project shall be designed to accommodate purging and blowoff water (through underground piping and/or retention facilities) from any on-site or adjacent well sites granted or dedicated to the local water utility authority as a requirement for development of this property.
35. Nuisance water shall be retained on site. Nuisance water shall be passed through a prefilter system comparable to the MaxWell Plus Primary Settling Chamber (or equivalent) before being disposed in a trickling sand filter and leach field or equivalent system approved by the City Engineer

If discharge of stormwater to the La Quinta Evacuation Channel is not approved by CVWD, then the following shall be applicable to this Site Development Permit.

36. The applicant shall revise proposed retention basins to comply with the provisions of Section 13.24.120 (Drainage), LQMC, Engineering Bulletin No. 97.03. More specifically, stormwater falling on site during the 100 year storm shall be retained within the development, unless otherwise approved by the City Engineer. Additionally, the 100 year stormwater shall be retained within the interior street right of way. The tributary drainage area shall extend to the centerline of adjacent public streets and include any resulting uncaptured tributary stormwater flows. The design storm shall be either the 3 hour, 6 hour or 24 hour event producing the greatest total run off. Note: If this option is implemented a revised Site Development Permit may be required
37. Storm drainage historically received from adjoining property shall be received and retained or passed through into the historic downstream drainage relief route.
38. For properties where sump conditions exist, the applicant must either define a diversion/overflow strategy or retain upstream stormwater as required for existing as-built conditions from all off-site tributary flow from the respective high points. The applicant must provide either on-site retention or alternative facilities of diversion/pass through, if selected. Historical flow paths should be identified and routing provided in the hydrology analysis equivalent to historical flow direction. As local topography allows, tributary areas may exceed limits of property lines adjacent to public roads. The 100-year storm shall be the governing event in the designer's evaluation.
39. In design of retention facilities, the maximum percolation rate shall be two inches per hour. The percolation rate will be considered to be zero unless the applicant provides site specific data indicating otherwise.

40. Nuisance water shall be retained on site. Nuisance water shall be passed through a prefilter system comparable to the MaxWell Plus Primary Settling Chamber (or equivalent) before being disposed in a trickling sand filter and leach field or equivalent system approved by the City Engineer. A geotechnical study shall confirm the applicability of sand filter use for the development based on the existing soil conditions. The sand filter and leach field or equivalent system shall be designed to contain surges of up to 3 gph/1,000 sq. ft. of landscape area, and infiltrate 5 gpd/1,000 sq. ft. The sand filter and leach field shall be designed to contain nuisance water surges from landscape area, residential unit, and off-site street nuisance water. Flow from adjacent well sites shall be designed for retention area percolation by separate infiltration system approved by the City Engineer. The sand filter design shall be per La Quinta Standard 370 with the equivalent of 137.2 gph of water feed per sand filter to accept the abovementioned nuisance water requirements. Leach line requirements are 1.108 feet of leach line per gph of flow.
41. No fence or wall shall be constructed around any retention basin unless approved by the Community Development Director and the City Engineer.
42. For on-site common retention basins, retention depth shall be according to Engineering Bulletin 97.03, and side slopes shall not exceed 3:1 and shall be planted with maintenance free ground cover.
43. Stormwater may not be retained in landscaped parkways or landscaped setback lots. Only incidental storm water (precipitation which directly falls onto the setback) will be permitted to be retained in the landscape setback areas. The perimeter setback and parkway areas in the street right-of-way shall be shaped with berms and mounds, pursuant to Section 9.100.040(B)(7), LQMC.
44. The design of the development shall not cause any increase in flood boundaries, levels or frequencies in any area outside the development.
45. The development shall be graded to permit storm flow in excess of retention capacity to flow out of the development through a designated overflow and into the historic drainage relief route.
46. The Applicant is hereby notified that future site modifications may be necessary including, but not limited to lot and street reconfiguration. Verification of the proposed storm water retention system is subject to review and approval by the Coachella Valley Water District. If in the event, the proposed retention capacity or pass through storm water flow is found to be inadequate during final design, the Applicant shall revise what is currently proposed in the preliminary hydrology study and make adjustments to the site layout as needed to accommodate the increased

retention/detention or pass through capacity required to satisfy safety issues of the Public Works Department and CVWD. Pursuant to the afore mentioned, the applicant may be required to construct additional underground and aboveground drainage facilities to convey on site and off site stormwater as well as stormwater from adjacent mountainous terrain that historically flows onto and/or through the project site. Any proposed channels that convey stormwater shall be lined to protect against erosion as required by the Public Works Department and CVWD. Note: If this option is implemented a revised Site Development Permit may be required.

UTILITIES

47. The developer shall comply with the provisions of Section 13.24.110 (Utilities), LQMC.
48. The developer shall obtain the approval of the City Engineer for the location of all utility lines within any right-of-way, and all above-ground utility structures including, but not limited to, traffic signal cabinets, electric vaults, water valves, and telephone stands, to ensure optimum placement for practical and aesthetic purposes.
49. Existing overhead utility lines within, or adjacent to the proposed development, and all proposed utilities shall be installed underground.

All existing utility lines attached to joint use 92 KV transmission power poles are exempt from the requirement to be placed underground.

50. Underground utilities shall be installed prior to overlying hardscape. For installation of utilities in existing improved streets, the developer shall comply with trench restoration requirements maintained, or required by the City Engineer.

The developer shall provide certified reports of all utility trench compaction for approval by the City Engineer.

STREET AND TRAFFIC IMPROVEMENTS

51. The developer shall comply with the provisions of Sections 13.24.060 (Street Improvements), 13.24.070 (Street Design - Generally) & 13.24.100 (Access For Individual Properties And Development), LQMC for public streets; and Section 13.24.080 (Street Design - Private Streets), where private streets are proposed.
52. The applicant shall construct the following street improvements to conform with the General Plan (street type noted in parentheses.)

A. OFF-SITE STREETS

1) Dune Palms Road (Primary Arterial; 110' R/W option):

Widen the west side of the street along all frontage adjacent to the Site Development Permit boundary to its ultimate width on the west side as specified in the General Plan and the requirements of these conditions. Rehabilitate and/or reconstruct existing roadway pavement as necessary to augment and convert it from a rural county-road design standard to La Quinta's urban arterial design standard. The west curb face shall be located forty three feet (43') west of the centerline, except at locations where additional street width is needed to accommodate:

- a) If necessary, a deceleration/right turn only lane on Dune Palm Road at the Primary Entry to the north. The west curb face shall be located fifty one feet (51') west of the centerline and deceleration length of 250 feet plus a transition length of 150 feet or as approved by the City Engineer.
- b) If necessary, a deceleration/right turn only lane and combined bus turnout on Dune Palm Road at the Secondary Entry to the south. The west curb face shall be located fifty one feet (51') west of the centerline and deceleration and a transition length from the Primary Entry to the north to the Secondary Entry or as approved by the City Engineer.

Other required improvements in the Dune Palms Road right of way and/or adjacent landscape setback area include:

- c) All appurtenant components such as, but not limited to: curb, gutter, traffic control striping, legends, and signs.
- d) 8-foot wide meandering sidewalk. The meandering sidewalk shall have an arrhythmic horizontal layout that utilizes concave and convex curves with respect to the curb line that either touches the back of curb or approaches within five feet of the curb at intervals not to exceed 250 feet. The sidewalk curvature radii

should vary between 50 and 300 feet and at each point of reverse curvature, the radius should change to assist in creating the arrhythmic layout. The sidewalk shall meander into the landscape setback lot and approach within 5 feet of the perimeter wall at intervals not to exceed 250 feet.

- e) An 18 - foot wide raised landscaped median along the entire boundary of the Site Development Permit plus variable width as needed to accommodate a dual left turn for the south bound Dune Palms Road traffic turning left to eastbound Avenue 48. The length shall be 250 feet with a 150-foot taper or as approved by the City Engineer.

Additional median openings are required for the following:

Dune Palms Road – North bound Traffic

Left turn movement into Primary Entry with a minimum length of at least 100 feet plus a 50-foot transition. The length shall be 250 feet with a 150-foot taper or as approved by the City Engineer. The developer shall design the median opening for positive restriction of prohibited movements.

Dune Palms Road – South bound Traffic

Left turn movements into the existing two south most driveways into Desert Sands Unified District Administrative Complex on the east side of Dune Palms Road located 400' and 1040' north of Avenue 48. The length shall be 250 feet with a 150-foot taper or as approved by the City Engineer. The developer shall design the median opening for positive restriction of prohibited movements.

- 2) Avenue 48 (Primary Arterial; 110' R/W option):

No additional widening of Avenue 48 is required along the Site Development Permit boundary, except at locations where additional street width is needed to accommodate:

- a) A deceleration/right turn only lane on Avenue 48. The north curb face shall be located fifty one feet (51') north of the centerline and deceleration length of 250 feet plus a transition length of 150 feet or as approved by the City Engineer.

Other required improvements in the Avenue 48 right of way and/or adjacent landscape setback area include:

- b) All appurtenant components such as, but not limited to: curb, gutter, traffic control striping, legends, and signs.
- c) 8-foot wide meandering sidewalk. The meandering sidewalk shall have an arrhythmic horizontal layout that utilizes concave and convex curves with respect to the curb line that either touches the back of curb or approaches within five feet of the curb at intervals not to exceed 250 feet. The sidewalk curvature radii should vary between 50 and 300 feet and at each point of reverse curvature, the radius should change to assist in creating the arrhythmic layout. The sidewalk shall meander into the landscape setback lot and approach within 5 feet of the perimeter wall at intervals not to exceed 250 feet.

The developer shall extend improvements beyond the site development permit boundaries to ensure they safely integrate with existing improvements (e.g., grading; traffic control devices and transitions in alignment, elevation or dimensions of streets and sidewalks).

Reimbursement for any improvements which are eligible for reimbursement from the City's Development Impact Fee fund shall be in accordance with policies established for that program.

Entry drives, main interior circulation routes, corner cutbacks, bus turnouts, dedicated turn lanes and other features shown on the approved construction plans, may require additional street widths as may be determined by the City Engineer.

B. INTERNAL STREETS

- 1) Construct internal streets per the approved Site Development Permit Preliminary Grading Exhibit and as approved by the City Engineer. On-street parking shall be prohibited except in designated parking stall areas. The applicant shall make provisions for perpetual enforcement of the No Parking restrictions.
 - 2) All way stop conditions shall be implemented at the first and third internal street intersection off of Avenue 48.
53. The developer shall design street pavement sections using CalTrans' design procedure for 20-year life pavement, and the site-specific data for soil strength and anticipated traffic loading (including construction traffic). Minimum structural sections shall be as follows:

Residential Streets/Parking Lot (Low Traffic Areas)

3.0" a.c./4.5" c.a.b.

Parking Lot (High Traffic Areas)

4.5" a.c /5.5" c.a.b.

Primary Arterial

4.5" a.c./6.0" c.a.b.

or the approved equivalents of alternate materials.

54. The developer shall submit current mix designs (less than two years old at the time of construction) for base, asphalt concrete and Portland cement concrete. The submittal shall include test results for all specimens used in the mix design procedure. For mix designs over six months old, the submittal shall include recent (less than six months old at the time of construction) aggregate gradation test results confirming that design gradations can be achieved in current production. The developer shall not schedule construction operations until mix designs are approved.
55. General access points and turning movements of traffic are limited to the following:
- A. Dune Palms Road

Primary Entry (north entry): Right turn in, right turn out and left turn in movements are permitted. Left turn out movement is prohibited. The developer shall design the median opening for positive restriction of prohibited movements.

Secondary Entry (south entry): Right turn in and right turn out movements are permitted. Left turn in and left turn out movements are prohibited. All right-turn-out only driveways shall have a splitter median island located in the driveway throat that adequately channelizes the exiting right-turn vehicles turning onto the arterial street to eliminate illegal left turns. The splitter island shall be designed in conformance with design concepts approved by the City Engineer.

B. Avenue 48

Primary Entry: Right turn in and right turn out movements are permitted. Left turn in and out movement is prohibited. All right-turn-out only driveways shall have a splitter median island located in the driveway throat that adequately channelizes the exiting right-turn vehicles turning onto the arterial street to eliminate illegal left turns. The splitter island shall be designed in conformance with design concepts approved by the City Engineer.

Improvements shall include appurtenances such as traffic control signs, markings and other devices, raised medians if required, street name signs and sidewalks. Mid-block street lighting is not required.

56. Improvements shall be designed and constructed in accordance with City adopted standards, supplemental drawings and specifications, or as approved by the City Engineer. Improvement plans for streets, access gates and parking areas shall be stamped and signed by qualified engineers.

PARKING LOTS and ACCESS POINTS

57. The design of parking facilities shall conform to LQMC Chapter 9.150 and in particular the following:
- A. The parking stall and aisle widths and the double hairpin stripe parking stall design.
 - B. ADA accessibility routes between opposite Handicap Stalls shall be a minimum of 4 feet.
 - C. Cross slopes should be a maximum of 2% where ADA accessibility is required including accessibility routes between buildings.
 - D. Building access points shall be shown on the Precise Grading Plans to better evaluate ADA accessibility issues.

Entry drives, main interior circulation routes, corner cutbacks, bus turnouts, dedicated turn lanes, ADA accessibility route to public streets and other features shown on the approved construction plans, may require additional street widths and other improvements as may be determined by the City Engineer.

CONSTRUCTION

58. The City will conduct final inspections of habitable buildings only when the buildings have access to publicly-maintained streets. The improvements shall include required traffic control devices, pavement markings and signage.

LANDSCAPING

59. The developer shall comply with Sections 13.24.130 (Landscaping Setbacks) & 13.24.140 (Landscaping Plans), LQMC.
60. The developer shall provide landscaping in the required setbacks, retention basins, common lots and parking areas.
61. Landscape and irrigation plans for landscaped lots and setbacks, medians, retention basins, and parks shall be signed and stamped by a licensed landscape architect.
62. The developer shall submit the landscape plans for approval by the Community Development Department (CDD), prior to plan checking by the Public Works Department. When plan checking has been completed by CDD, the developer shall obtain the signatures of CVWD and the Riverside County Agricultural Commissioner, prior to submittal for signature by the City Engineer.

NOTE: Plans are not approved for construction until signed by the City Engineer.

63. Landscape areas shall have permanent irrigation improvements meeting the requirements of the City Engineer. Use of lawn areas shall be minimized with no lawn, or spray irrigation, being placed within 18 inches of curbs along public streets.

QUALITY ASSURANCE

64. The developer shall employ construction quality-assurance measures that meet with the approval of the City Engineer.

65. The developer shall employ, or retain, qualified engineers, surveyors, and such other appropriate professionals as are required to provide the expertise with which to prepare and sign accurate record drawings, and to provide adequate construction supervision.
66. The developer shall arrange for, and bear the cost of, all measurements, sampling and testing procedures not included in the City's inspection program, but which may be required by the City, as evidence that the construction materials and methods employed comply with the plans, specifications and other applicable regulations.
67. Upon completion of construction, the developer shall furnish the City with reproducible record drawings of all improvement plans which were approved by the City. Each sheet shall be clearly marked "Record Drawing," "As-Built" or "As-Constructed" and shall be stamped and signed by the engineer or surveyor certifying to the accuracy and completeness of the drawings. The developer shall have all AutoCAD or raster-image files previously submitted to the City, revised to reflect the as-built conditions.

MAINTENANCE

68. The developer shall comply with the provisions of Section 13.24.160 (Maintenance), LQMC.
69. The developer shall make provisions for the continuous and perpetual maintenance of all private on-site improvements, perimeter landscaping, access drives, and sidewalks.

FEES AND DEPOSITS

70. The developer shall comply with the provisions of Section 13.24.180 (Fees and Deposits), LQMC. These fees include all deposits and fees required by the City for plan checking and construction inspection. Deposits and fee amounts shall be those in effect when the developer makes application for plan check and permits.
71. Permits issued under this approval shall be subject to the provisions of the Infrastructure Fee Program and Development Impact Fee program in effect at the time of issuance of building permit(s).

ARCHITECTURAL AND LANDSCAPING REVIEW COMMITTEE

72. Prior to issuance of a grading permit, applicant shall submit a revised landscape plan, for the Architectural and Landscaping Review Committee review and Planning Commission approval, as a business item that includes plant quantities and plant locations as well as material and color details for the enhanced paving and wall designs. Prior to issuance of a grading permit, applicant shall submit for Planning Commission approval as a business item a revised landscape plan that identifies all trees be a minimum 1.5 inch caliper and a 36 inch box, all trees proposed within 150 feet of the Avenue 48 frontage shall be a minimum 48 inch box, and add additional hedges and trees to fully screen from each view along the west property line. The applicant shall work with the Watercolors developer to coordinate landscaping, walls and applicable easements along the west property line of the subject property.
73. Prior to issuance of a grading permit, applicant shall submit for staff approval a revised Site Plan creating a traffic calming "choker" design curbing or a speed table along the main driveway, and add a high quality pedestrian access to Dune Palms Road next to the CVWD well site to be approved by the Public Works Department.

COMMUNITY DEVELOPMENT

74. Prior to issuance of a building permit applicant shall submit, to the Community Development Director to approve for constuction or defer the design decision to the Planning Commission for approval as a business item, a revised Architectural Plans and a revised Site Plan for residential units and carports.
75. Prior to issuance of a grading permit, applicant shall submit to the Community Development Director for approval an additional site section that identifies the relationship of the proposed grade to the proposed perimeter wall finished grade and wall height, the parking lot elevation, and the proposed pad height of the proposed "B" building.
76. Prior to issuance of a building permit, applicant shall submit a Parking Management Plan for the project for approval by the Community Development Director that includes but not limited to: verification of vehicle registration, assignment of designated parking locations, and parking limitations and restrictions.

77. The project shall comply with all terms and conditions incorporated into the Disposition and Development Agreement regarding project operation, maintenance, rental programs, and all other terms for the life of the project. In the event of a conflict between these Conditions of Approval and the Disposition and Development Agreement, the DDA shall prevail.